

Flying Saucer News-Service  
RESEARCH BULLETIN

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Sally Noble, Secretary

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EVIDENCE COMPELS AIR FORCE TO RECOGNIZE INTERPLANETARY

MACHINES: Intelligently controlled machines from space have been surveying this earthly "lump" for years! That is a pretty forceful statement but it is backed up by volumes of evidence. To be even more blunt, the writer believes that the air force recognizes the disc's origin and are attempting, at all costs, to conceal certain evidence that would hold even the most avid saucer fan in awe, at least for the time being. Publicly, the air force will only admit that unidentified objects are cruising through our skies. However, upon examining the phrase, "unidentified flying object", we find that it tells us quite a bit at that. First of all, the air force uses the word "objects", meaning a tangible, solid thing and not a hallucination, air inversion, etc. Secondly, the phrase tells us that the objects are "unidentified", which means they are not conventional planes, secret American devices, or natural phenomena... all of which are identifiable. So what we have left is a solid object which is alien to all common and familiar causes. This, alone, is pretty conclusive.

PROOF OF AIR FORCE "COVER UP" AND INTERNATIONAL CENSORSHIP: Last year the New York Times reported that the air force was very sad over the many saucer clubs which felt that it was withholding information. It is just too bad that the New York Times didn't take the time to find out if the air force was withholding info before it published such mumbo-jumbo. Here are the facts. During the years 1950-1952 there were constant claims made that the air force had astounding reports that it wasn't making public. No one paid any attention. Then in 1954, Don Keyhoe's book, "Flying Saucers from Outer Space", reviewed many 1950-1952 sightings which did not make the papers. The reports were released special for Keyhoe and they are spectacular to say the least. The next bit of evidence arose when Len Stringfield, Cincinnati businessman, interviewed Lt. Col. O'Mara of Wright Patterson Field. Although official Project Bluebook releases had previously stated that "only 87 reports have been received the first five months" of 1954, Col. O'Mara told Mr. Stringfield that saucer sightings were being filed at the air base at the fantastic rate of 700 per week during the first part of the year. When asked about the cryptic number 87, O'Mara said that this referred to only those reports under "special analyses". Quite a contradiction. Yet, all during the 700 per week deluge, the papers were silent. A few times, saucer sightings made headlines locally, but for some mysterious reason the news-wires would not carry the reports. The writer doesn't know what the New York Times would call it, but he calls it a "cover up"!

On March 24, 1954, secretary of the air force Harold E. Talbott was flying over Fresno, California, in the early afternoon. Talbott, as well as his aides and crew, witnessed a large, silvery, metallic disc following their plane about 1,000 feet away. When the secretary ordered his crew to challenge the disc, it maneuvered in a tight circle, then shot off at terrific speed. After the incident, Talbott was asked for confirmation. He answered, "I have never seen a flying saucer". Don Keyhoe has documentary evidence that the event occurred, yet Talbott would not confirm it. (EDITOR, To the New York Times: We, too, are sad that all of America's saucer clubs think that the air force is holding out. But, they are right!)

**FEAR OF "MASS REALIZATION" KEEPS AIR FORCE SILENT:** Many subscribers to the earth-made-saucer-theory maintain this belief: "If a space ship were to land on this planet, there would be no guessing and no contradictions... the whole world would know about it overnight." (EDITOR: Quoted from an article in the Aug. FATE by Jim Moseley, "Are Saucers Earth Made".) The writer will waste no time in challenging Mr. Moseley, or anyone else who holds a similar contention. First of all, it is known that fantastic tales concerning the saucers have made headlines locally, and, by the same token, conclusive sightings get no further than local papers. The air force does not care about these local flareups, but they do not want any news, that would tend to prove an extra-terrestrial race does exist, sweeping from coast to coast. It is this "mass realization" that they, and top governmental men, are afraid of.

Let us assume, though, that a space ship has landed, and, as Moseley's words reflect, the news is flashed world-wide. Only one outcome is inevitable - national suicide. First of all, the populations of various countries would stop buying goods as they would suppose that "they" will be producing better ones. This would bring an economic crash to any country no matter how stable or unstable. With the cold war, can you see the President announcing that superior beings are in our midst? In effect, he would be saying that there exist beings who are more capable of running the United States than he. Here again is trouble, any way you look at it. But the biggest blow would be a philosophical one. The people would want to know about "their" beliefs, etc. This might result in religious alterations and such. The dramatic change might be too quick.

Those are only some of the reasons why the government does not want a MASS REALIZATION OF SPACE SHIPS. The problems are many and before the air force or the government can tell us the full story, many, many reaction problems would have to be worked out. The writer further believes that a truly intelligent space race would also recognize these earthly problems, and would therefore be very careful that they did not land openly or in any other manner that would bring quick changes. The transition must come very slowly to be successful at all. No Mr. Moseley, although the comics picture spacemen landing to be greeted by the host race, we think that the problem is much more complex when applied to actuality. It should be the purpose of all civilian saucer researchers to help prepare the public and to make sure that it is the air force's aim to eventually tell all, and not to explain saucers away indefinitely.

#### DOES AIR FORCE SAUCER REVIEW HINT EXTRA-TERRESTRIAL KNOWLEDGE?

In the air force saucer summary released in November 1949, this paragraph is included: "Outside the solar system other stars - 22 in number - besides the sun have satellite planets. The nearest eligible star is Wolf 359. This is eight light years away." (EDITOR: One light year is 6 trillion miles.) This review bluntly states that there are twenty-two stars outside of our sun which have planets revolving about them! SINCE WHEN HAS SCIENCE ADMITTED THIS? The writer has been an amateur astronomer for years and he is familiar with the present astronomical reflections. Astronomers HAVE made the generalization that, out of the infinite number of existing stars, some must have satellite planets. Likewise they have stated that our telescopes cannot confirm nor deny that any stars have planets because they aren't nearly powerful enough. The writer would like to know just how the air force knows about these 22 other stars. We would also like to know just why Wolf 359 is considered the "closest eligible star". There is nothing, astronomically, different about it. In fact, the star which astronomers have speculated might have a planet, is Cygni 61. But the air force seems to know more. They know that



22 stars have satellite planets. We would like to know HOW they know this and WHO it was that told them! We think we know and the following reports will show on what evidence we are basing our belief.

REPORT TELLS OF "TOP BRASS" ATTENDING SAUCER LANDING: The writer has astounding information concerning a flying saucer landing. The exact date is not known although it is put near the middle of 1948. If the information is correct, a giant 150 foot (diameter) flying saucer landed near Juneau, Alaska. The president, (at that time it was Truman), his top aides and generals were supposed to have attended. The information states that live humanoid space men emerged from the craft and took part in an interplanetary parley. The meeting was supposedly the first with the saucer race. The writer's information further states that the earth members of the meeting could not understand some of the space people's humble beliefs and actions.

It is further said that, when producers of a famous motion picture company inquired about using air force files for a science-fiction film, they were given some material that was absolute fact and told to build a plot around the information. The result came in 1952 in the form of the saucer thriller, "The Day the Earth Stood Still". The external and internal views of the saucer in that film are supposedly bona fide; that is, copied from an actual disc. Also, the part of the film showing the glowing saucer approaching is an actual, authentic movie, according to Drew Pearson, nationally known newscaster. Readers will recall that Mr. Pearson played the part of a newscaster in the science-fiction drama. Soon after the movie was released, the writer witnessed a program on TV on which Pearson reviewed the movie by showing excerpts. He then predicted the following: "SPACEMEN WILL VISIT US... AND SOME OF THEM MAY BE HERE ALREADY". A further sobering for the truth?

"OBJECT" STUDIED AT EDWARDS AIR BASE AS "BRASS CURTAIN" FALLS AROUND SAUCER DATA: There is amazing corroboration concerning another supposed space ship landing; this time in this country. On January 6, 1954, a "Brass Curtain" was lowered around all flying saucer data. Since then, items about saucers in papers have been mighty scarce and visits to the saucer center, Wright Patterson Field, have been banned. On January 13th of that year, Frank Edwards, Mutual newscaster at the time, reported that "an object is being studied at a west coast military air field... can this be the reason for the saucer blackout?" From this statement many took it for granted that a saucer had been captured. However, during that late summer, this writer conferred with persons who were on the coast at the exact time the saucer was supposed to be at Muroc (Edwards Air Force Base). He learned that the disc was not captured, but was VOLUNTARILY brought to the base by the saucer intelligences. The craft was supposedly housed in hangar no. 27. The writer is told further that those air force personnel who were off the base, at the landing time, could not get back on and that those who were on could not get off, as an air tight security system was clamped on. The emissary from space was reportedly there for three days, then, the security was lifted and things returned to normal.

DISCS SWARM ON WASHINGTON, YET NO EVIDENCE OF HOSTILITY: The air force has continually stated that the saucers, in no way, seem to be a menace to the United States. There is much to support this contention, too, despite sensational reports of saucers attacking earth. These reports usually cite the Tom Mantel case as direct evidence of destructive intents on the saucer intelligence's part. Various airplane accidents, etc., are explained as collisions with directed bombs from

space. In view of other evidence, such suppositions have no basis whatsoever. That Mantel's death and airplane accidents involved flying saucers, we have no doubt. But to assume that the intelligence guiding the saucer intended to kill Mantel or intended to destroy an American airliner is erroneous! The writer thinks that it is more possible that such incidents involved the intent of the American pilot than that of the saucer intelligence. Taking into consideration how vulnerable earth would be to a space attack, it would seem almost stupid to consider that, after centuries of investigation, the saucers are finally going to launch an attack. And that they have had their chances, let no one disagree. Here we are reviewing two such chances.

In July 1952 saucers by the score were tracked by radar experts over Washington, D. C. Complete flight reversals, as well as right angle turns, stunned the radar scope operators. The intruders hovered over the White House, Capitol, and the Pentagon in direct violation of the existing restrictions. The objects were not only tracked by radar, but observed by pilots in the air and personnel on the ground. For three nights the things defied jet interceptors. When an American airliner or jet came to the scene, the saucers cleared out of the area. When the American plane left, the discs returned. Here we have proof of, not only intelligence, but that the intelligence was in a position to "see" just when American aircraft arrived and left.

One of the many squelched reports tells of the saucers' return visit to Washington almost exactly two years later; on May 12, 1954 to be exact. At about 1:00 a.m. Air Police at Washington's National Airport watched two large, glowing objects circle the field. Through night glasses the things displayed a pulsating light and a circular shape. That same afternoon, an electronics expert picked up a huge object, travelling at 150 - 175 miles per hour, on special equipment. Whatever it was it passed over the capitol at an altitude of more than 10 miles. The object was tracked for three hours before it swung out of range. "It was like nothing I had ever experienced before", said the electronics man who tracked it.

Here was their chance... the disc pilots were right over the nerve center of the American government. With but a short attack they could have crippled most of the nation in seconds. Our jets were powerless... the radar operators could only watch the mystery ships maneuver over the city and hope... but, it appears now, that there was no intent to attack Washington although the chance was an opportune one. Anyhow, does it figure that a space race would wait until earth developed the A and H devices before attempting to subdue it? Such a contention is not logical nor consistent. The writer believes that the saucer-attack phase of the UFO saga is just about over. It has been sort of a period of growing pains. And, since war has been with us as far back as we can remember, it is a natural earth-human instinct to assume that any alien intends to harm or attack us. But along with this possibility we must consider, also, a race that is intelligent enough to have banned war for good... a race that exists in perfect (to us) harmony and one that has only constructive views; maybe not even knowing what destructive means. It is hard for us to visualize, but then it was hard to visualize a Perpetual Peace as told by General MacArthur some time ago. Yet we know that it is the only way for the earth to progress and even exist.

INFINITE UNIVERSE PROVIDES A LOT OF ROOM FOR A LOT OF FASCINATING THINGS: The earth is one of nine (known) planets revolving about a star. That star is one of 100 billion stars in our galaxy, the Milky Way; and that galaxy is, in turn, but one of an infinite number of galaxies! But despite the fantastic number of heavenly objects, the universe, as astronomers are continually finding out, is a very orderly and precise "machine". The circular movement, the simplest, is



represented throughout the cosmos in the form of rotational and revolutionary periods. But most important is the realization that we of earth are a very insignificant speck when compared to the totality. Our world represents a particle of sand on an infinitely long beach. This means that we cannot even consider that we are the Crown of Creation, but we must recognize that there is a lot of room in this universe for a whole host of fascinating things. Throughout the years, scientific opinion has increasingly speculated about other life elsewhere. At first, it was blasphemy to even suggest the possibility; but now, as more data is accumulating, scientists are informing us that life must exist SOMEWHERE! The odds are just too great for it.

When pioneers of the future pilot the first earthly space ship to the stars we should be prepared to accept a universe literally teeming with life! If the saucer saga has taught us anything it is to keep an open mind and be ready to have so-called facts shaken from their very foundations.

There is only one planet, outside the earth, that is close enough for astronomers to study with a fair amount of accuracy. That planet is Mars and already scientists have stated that "Mars is alive... it has to be." The other worlds in our system are too distant to conclude anything about. Twenty years ago, the planet Jupiter was thought to be a hot, glowing mass. This was determined by the thermocouple, which is the astronomical instrument used to determine planetary temperatures. Now, again by thermocouple analyses, the planet Jupiter is said to be a frozen ball with frozen gases for most of its atmosphere. So it can be easily understood why astronomical facts are ONLY as true as the circumstances surrounding the observations and calculations.

This has been a rather philosophical note which the writer hardly ever injects into the "Research Bulletin". But in view of certain information and the results of FSNS's research, he thought it would be appropriate. The writer further believes that the foregoing material should be considered intently and not just passed over to forget about. No one will disagree that the future of our world is very important to every one of us; so we should consider the possibilities, one of which will determine the immediate fate of earth.

F.S.N.S. ASKS SOME WELL BASED QUESTIONS: Given the chance, this writer would like very much to ask some well based questions of air force personnel. As time and time again reports reach this writer that apparently do have some substantiation. But upon thinking about it, maybe air force personnel wouldn't know the answers to these questions because the writer is convinced that only a VERY FEW men, with top security clearance, know the whole dramatic story. But he is also convinced that someone DOES know the answers. Here, in part, are the questions:

a) Did the air force ever find out what happened to the various research missiles, sent aloft from different proving grounds, that didn't come back to earth? Was one of these rockets a modified Wac-Corporal Booster?

b) Why are astronomers and other scientists having so much trouble identifying the "two tiny earth moons" known to be orbiting around the earth? Is it coincidence that these two satellites are at distances and speeds ideal for space stations? Why wasn't the Army Project, tracking the moons, made public in 1951 when the objects were first discovered?

c) Did a flying saucer attempt a landing in a secluded area near the Quantico Marine Base in Virginia?

d) Does a six hour motion picture labeled, INTERPLANETARY, exist?

e) Have any positive results been reported from the governmental project, operating on the coast, that is trying to communicate with the discs by radio? Was it as a result of this project that a space ship landed at Muroc last year?

f) Who was the "very well-known radio commentator" who, while flying from east to west coast with 61 other passengers, saw several saucers maneuvering on both sides? And why were all 62 passengers told to forget what they had seen, if the air force and/or other governmental agencies are not trying to withhold information?

g) Why did the saucer tracking station at Shirley's Bay (in Canada) shut down just when they were getting POSITIVE RESULTS? Has this project gone underground?

THE EDITOR SPEAKING: "FSNS WILL MERGE WITH THE TELONIC RESEARCH CENTER": Here is the announcement all of you have been waiting for: The Flying Saucer News-Service will merge with the Telonic Research Center! Now I know readers probably have a million and one questions and I will try to cover them all. First of all, the organizational title of "Flying Saucer News-Service" will be dropped and both groups will be known under the "Telonic Research Center" heading. Secondly, the new name of the bulletin will be, "Bulletin of the Telonic Research Center". It will appear, at first, only quarterly but I am assured that monthly operations will begin as soon as possible. Subscriptions to the bulletin will be \$2.00 per year or \$.50 for each issue. It will contain at least ten pages each issue and will feature the same desirable type of print we have employed. Subscribers to our "Research Bulletin" will receive the "Bulletin of the Telonic Research Center" as their twelfth issue, (dated November 1955). Those of you who did not receive a January 1955 issue, due to the fact that it was sold out, will receive two issues of the Telonic Research Bulletin, (dated Summer 1955 and Fall 1955). To keep our records straight we are not accepting any more subscriptions to our "Research Bulletin" as it will be non-existent shortly. Only single copies can be bought at 25 cents each. Only the following issues are available: April, May, June, July, and August. September and October issues will be available when they come off the presses.

FSNS has merged with Telonic Research Center in the interests of UFO research. As a part of TRC, we will be better able to carry on detailed UFO research and experimentation. TRC is engaged in various aspects of the UFO saga. I will be head of the Publications Division of TRC and will edit a special digest of UFO material which will appear in each TRC bulletin. TRC's main headquarters are in Arizona where the Research Coordinator, George Hunt Williamson, is located. Laboratories are now being set up featuring much electronic and astronomical equipment. TRC EMPLOYS NO ONE! Several A. E. C. (Atomic Energy Commission) scientists are part of TRC but their time is donated. All personnel are qualified experts in the field of electronics, optics, etc. The research TRC is engaged in covers these subjects: anthropology, radiesthesia, nutrition, world conditions, astronomy and unidentified flying objects. This will not be just another saucer paper. It will include detailed, scientific work carried on by qualified men. I can only say, further, that the work these men are doing involves interplanetary communication. Projects of TRC are many in number, and I can state that important information probably will be forthcoming from them soon. We can accept subscriptions, now, for the TRC bulletin. Send to address below in care of TRC. More about this research center at a later date.

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The "Research Bulletin" is published monthly. All correspondence received at 20019 Scottsdale Boulevard, Shaker Heights 22, Ohio. Sorry, no more subscriptions can be accepted; however, single copies of the Dec., April, May, June, July, and August issues are available at 25 cents apiece. These are limited so if you want one, a hurried order is in order.



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PILOTS ORDERED TO INTERCEPT FLYING DISCS AS AIR FORCE BIDS FOR "MATERIAL EVIDENCE": Since the discs first started flitting through the skies in 1947, American and British pilots have been ordered to intercept them if at all possible. It is the writer's contention that if the real flying saucers are American secret aircraft that there would never be any such attempts. A mere note sent to all air bases informing officials that all UFO's should be "left alone", would be all that's necessary to prevent accidents. At any rate, if an American jet plane took after an American secret aircraft it seems logical that the person piloting or controlling the secret device would not play tag with the interceptor or certainly wouldn't make close passes. But these things the saucer has done which indicates an intelligence that is curious; about our planes and the pilots within them. Here is proof.

CASE(1)-900 MPH SAUCER OUTRUNS JETS: Wilbert S. Rodgers, of Columbia, Pa., told Mitchell Field authorities that he and Captain Ed. Ballard, of Dover, Delaware, sighted a mysterious, round flying object over Sandy Hook, N. J. on Sept. 11, 1950. The two gave chase in their T-33 jet trainer but were hopelessly outclassed by the speeding "thing" which was reportedly traveling at 900 miles per hour. "We couldn't have caught it with a F-86 Sabre Jet," said Lt. Rodgers.

CASE(2)-JETS FAIL TO CATCH CAPITAL'S FLYING DISCS: On July 27, 1952 the mysterious intruders swarmed on Washington for the second time within a week. Jets from the Newcastle, Delaware base attempted to intercept but to no avail. The "things" consistently outspeeded and outdistanced the planes. One pilot reported four of the mystery-lights in formation above him, but they disappeared in a matter of seconds.

CASE(3)-PILOT ATTACKED BY SAUCER; GETS A CLOSEUP VIEW: On July 29th, 1951 veteran air force pilot George Kinman experienced one of the most scary times of his life. He was flying his F-51 fighter plane at 8000 feet over Augusta, Georgia. But let him tell the story: "I was cruising at about 250 m.p.h. All of a sudden I noticed something ahead, closing in on me head-on. Before I could take evasive action- before I even thought of it, in fact- this thing dipped abruptly and passed underneath just missing my propeller. The thing was definitely of disc shape, white, pretty thick, and like an oval. It was about twice as big as my plane... it had no visible protrusions like motors, guns, windows, smoke or fire. I immediately turned around but couldn't see anything. Within 15 seconds the disc came at me again and dipped again just before a collision. This happened repeatedly for five or ten minutes. I tried to line up my gun cameras but to no avail. On its last pass at me it whirled upward and disappeared. I thought it was going to take my canopy with it. The thing was awfully fast." (EDITOR: This report was never released by the air force. But it was an exclusive for Charles Tracy of the Cleveland Press who talked to Kinman in person.)

CASE (4) - "DOGFIGHT" BETWEEN FIGHTER PLANE AND SAUCER IS REPORTED: Lt. "X" (actual name was never released by the air force) was flying twelve miles from the Laredo, Texas air base on the night of December 4, 1952. Suddenly a strange device appeared, racing head on toward the F-51 fighter. At the last instant it flipped to one side, streaking by at terrific speed. Badly shaken, Lt "X" watched it flash up in a vertical climb. After a moment the blue-lit object turned, circling

back as if for another pass. Lt. "X" hastily switched off his lights, nosed down in a steep spiral. The unknown machine dived to 2000 feet. It then circled toward the base, then swiftly turned away, again climbing straight upward, it disappeared in the night.

CASE (5) - UFO OUTMANEUVERS JETS: On October 29th, 1953 Lts. Burt Deane and Ralph Corbett were on an intercept mission over Hempstead, Long Island. It was 2 o'clock in the morning when they both spotted a fast moving object from their F-94 jets. It displayed a bright white light which hindered any view of the shape. Deane signaled Corbett to "lock on" by radar and follow. He tried to close in but the UFO immediately whipped into a tight circle, turning inside the orbital curve Corbett had set up. At full power, Deane tried to tighten his turn, almost blacking out from the G's; but the saucer was still within his turn. For eight minutes Deane and Corbett vainly attempted to match this amazing ship's performance. Finally, as if tired of the game, the UFO climbed away at supersonic speed. Deane later stated that he thought the object was controlled by some intelligence having visual contact with their planes.

CASE (6) - U. S. JETS FIRE ON UFO: In April of this year Ground Observers of Rockford, Illinois (made up of businessmen) witnessed a UFO near their post and sent a full report to the Chicago Filter Center. Within minutes, jets were up on an intercept mission, and, according to G. O. C. members, fired on the mysterious object causing it to explode. Before the explosion, however, G. O. C. reported that a "smaller round object shot out of the side of the 'parent' device, then, in horizontal flight, passed up the jets, after which it was seen to turn on edge and disappear straight up into the sky".

CASE (6) - AIR FORCE SECRETARY'S PLANE BUZZED BY SAUCER: Secretary of the Air Force Harold E. Talbott was flying over Fresno, California during the afternoon of March 24, 1954. The entire crew and passengers witnessed a large, metallic disc which was following about 1000 feet behind the plane. It was silvery as if composed of a shiny metal. When the Secretary told the pilot to challenge the disc, the thing maneuvered in a tight orbit and disappeared at a tremendous speed. Later, Secretary Talbott was quizzed by newsmen concerning the experience. The Secretary replied: "I have never seen a flying saucer." This may or may not be significant. Maybe the Secretary never has seen a flying saucer; perhaps he has a more definite and more truthful name for what he saw!

CASE (7) - SECRETARY OF NAVY & PERSONNEL WITNESS STRANGE MACHINE: During a flight to Hawaii, Dan Kimball, then Secretary of the Navy, observed a disc. It flashed by so fast that no shape could be seen. The pilot of the airplane radioed to another military plane a good distance behind the Secretary's plane. The answer came immediately and said that the same mysterious craft had just buzzed their plane. Upon landing, the Secretary filed a complete report for Wright Field Intelligence and then ordered that a special navy project, to investigate UFO's, be set up.

CASE (8) - BRITISH PILOT SCARED STIFF BY SPEEDING UFO: First Lt. J. R. Salandin, a weekend pilot of No. 604, County of Middlesex Squadron, Royal Auxiliary Air Force, was badly shaken by an encounter with a strange unidentified flying machine in the afternoon of Oct. 14, 1954. The sky was blue and cloudless. He climbed in a southerly direction until he reached 16,000 feet. He then saw two circular objects streaking behind two other Meteor Jets below him. The UFO's turned and then approached the two jets straight on passing between them. "One was silvery and the other was gold", Salandin reported. Then he turned to look through



his windscreen and he was horrified to see another object, at his own level, coming straight toward his plane. "The thing had a bun-shaped top, a flange like two saucers in the middle and a bun underneath. It was silvery in color and could not have been far off because it overlapped my windscreen", he said. As the object closed in Salandin froze, only to have the UFO change direction and pass the plane on its port side. "It was travelling at a tremendous speed", Salandin related later. "I was so shaken I had to fly around quietly for about 10 minutes to recover."

THE EDITOR COMMENTS: There you have a very small portion of documented reports. One thing is sure: the foregoing descriptions do not sound like encounters with any American or Russian secret missile or craft! The UFO's reviewed in the cases showed a definite curiosity in that they "played" with our craft in an attempt to, perhaps, get a close look. Then, when the fighter planes showed signs of a hostile approach, they left with a burst of speed. FSNS maintains that these were alien vehicles. For since when does an American secret device buzz an official's plane; scare the wits out of American pilots by near collisions; play tag in the sky at the risk of a tragedy; and lure pilots to a "dogfight" in the sky?

Already one pilot, Captain Tom Mantel, has been killed chasing one of these sky discs. (See Volume One, Number One dated December 18, 1954.) How many others have been killed or will be killed while pursuing UFO's, no one knows. But if American secret devices were causing the commotion certain steps would have been taken to inform air field personnel that UFO's should be left alone, and surely not chased. But this wasn't the case. Pilots are still ordered to intercept any unidentified flying object if at all possible.

The pilots who are witnessing the sky saucers are experienced. They know that what they have seen is unusual since they had never before seen anything to match it. Some of them have reported their sightings to the public at the risk of being laughed at by fellow pilots and people all over the country. There was a time when these pilots had a choice. They could report their reports publicly or not, as they saw fit. Then, the clamp came:

"THREAT OF COURT MARTIAL KEEPS MILITARY PILOTS SILENT ON SAUCERS":

This statement was made by Donald Keyhoe after considerable investigation. He said further that, although airline personnel were sighting hundreds of UFO's, none of the reports have been publicly reviewed. Confirmation of what Keyhoe had said came earlier in the year on Feb. 13, 1954. The headlines made the front page of the Cleveland Plain Dealer.

"5 TO 10 SAUCERS SEEN BY PILOTS EACH NIGHT": The article stated:

"Commercial airline pilots report between five and ten flying saucer sightings each night. Representatives of major airlines met Wednesday in Los Angeles with Military Air Transport Service (MATS) intelligence officers to discuss speeding up saucer reporting procedures. The idea will be to get the reports in the quickest possible way so that the air force can send fast jet fighters to investigate.

(EDITOR: Here again we have American pilots called upon to intercept, substantiating the theory that saucers cannot be secret U. S. developments.) Pilots are instructed to flash reports direct from the air to MATS intelligence in Washington or to the nearest air force base."

HAS THE AIR FORCE SECURED "MATERIAL EVIDENCE"? In 1950 Frank Scully wrote a wild tale about the discs entitled, "Behind the Flying Saucers!" The book became a best seller overnight and reviews were written in the biggest magazines in America. Then, in TRUE magazine some two years later, J. P. Cahn exploded Scully's "myth" in a dramatic "expose". Readers will recall that Scully had claimed

that little men had been found dead in the wreckage of magnetic saucers. The writer would like to take the time now to state that the FSNS does not support Scully's story in any way. In other words, we are remaining neutral on the subject. But we would like to say this much: we don't think Mr. Cahn has exposed anything or anybody! His TRUE article may have impressed some people but it didn't impress us.

Although stories of cracked-up saucers and mysterious little men always draw frowns from even the saucer believer, the writer believes that there is at least some substantiation of these reports. In fact, the evidence is rather complete when examined in detail. However, some of the material cannot be documented as to names and exact dates but the most astounding evidence has such credence. Here in part, is the step by step story of purported little men who have, it has been said, landed on this earth from afar. When the evidence is not supported, such will be stated.

INCIDENT (1) - RADIO BROADCAST OF GROUNDED SAUCER: Ernest Gates, automobile dealer, was returning from the General Motors School in 1949. It was a Saturday afternoon when he left Flint, Michigan. Suddenly the radio program to which he was listening was interrupted for a special bulletin. The announcer stated that a saucer had landed near Mexico City and that the area was roped off and authorities were trying to get into the craft. Up until broadcast time, no success was reported as blow torches, acetylene flames, etc., proved useless. The report continued to the effect that several smallish men appeared to be slumped over within the ship. The special broadcast ended with, "For more news on this matter keep tuned to this station". Gates kept tuned, but nothing more was heard.

INCIDENT (2) - BUSINESSMAN SAYS HE EXAMINED SAUCER WRECKAGE: Ray L. Dimmick, Los Angeles businessman, said that he had examined the wreckage of a saucer that landed in or near Mexico City. Dimmick's story was published on March 10, 1940 in the Detroit Times. He described the disc as 46 feet in diameter and its occupants as small men under 23 inches in height. He said further that Mexican and American scientists are studying the craft and believe it has come to earth from Mars or some other planet. Dimmick supposedly inspected the craft on March 3rd, 1949 at a secret military installation on the outskirts of Mexico City.

INCIDENT (3) - PERSISTENT REPORTS OF TRANSPORTED "SAUCER PARTS": The writer has constantly heard of flying saucer reports stating that pieces of such were once transported to Wright Patterson Field in Dayton. One such report tells of a huge semi-truck rolling into the base in 1949 on which was a gigantic structure covered by a large tarpaulin. Parts of the object under the tarp supposedly jutted out in a fashion so as to make the truck look small. The truck was driven into a hangar that had no windows and only two doors; it was unloaded there and security was in effect. No personnel, without security clearance, could get into the hangar.

Another similar report tells of pieces of a "saucer" that were sent to the Dayton base in huge wooden crates that were marked "Explosives". When regular personnel unloaded the "stuff" unusual instruments and metallic parts were exposed. Then officials stepped in and "took care of the matter". This information cannot in any way be substantiated by the FSNS! We merely pass it along as it seems to fit the rest of the evidence.



INCIDENT (4) - PILOTS ARE TOLD THAT U. S. HAS CRASHED SAUCERS: It was July 16, 1952; Pilots Bill Nash and William Fortenberry were being quizzed by air force officials concerning their sighting the day before. (This spectacular sighting was reviewed in Volume One, Number Three dated February 1955.) The two were quizzed separately in two different rooms simultaneously. "Before the interview, Fortenberry and I had agreed to ask the men if there was any truth behind the rumor that the air force had one or more saucers at Wright Field", Nash said. "Bill remembered to ask, and one of the investigators told him, 'Yes, it is true'", Nash stated further. "Later, when we were all in one room, I remembered to ask the question. All the investigators opened their mouths at once to answer, but Major Sharp, who was in command, broke in with a quick 'No!' It appeared as if he were telling the others to shut up rather than answering my question." (EDITOR: Nash and Fortenberry are experienced airline pilots for Pan American. They are sane, down to earth people. Yet they are now convinced that the air force has flying saucers! Fortenberry, in answer to his question, received a flat 'Yes'. Surely, investigators aren't going to lie and neither does it seem logical that two fine, reputable pilots would deliberately deceive us in this matter.)

INCIDENT (5) - "SAUCERS COME FROM ANOTHER PLANET", HIGH BRITISH OFFICIAL SAYS AFTER SCIENTISTS EXAMINE DISC WRECKAGE: The following is quoted from a special dispatch carried by INS, by Dorothy Kilgallen. This particular item made the front page of many newspapers. It is dated May 23, 1955. "London, England - INS - British scientists and airmen, after examining the wreckage of one mysterious flying ship, are convinced those strange aerial objects are flying saucers which originate on another planet. The source of my information is a British official of cabinet rank. He told me: 'We believe, on the basis of our inquiries thus far, the saucers were staffed by small men - probably under four feet. It's frightening but there is no denying the flying saucers come from another planet.' This official quoted scientists as saying a flying ship of this type could not have been constructed on earth. The British government, I learned, is withholding an official report on the flying saucer examination at this time, possibly because it does not wish to frighten the public." (EDITOR: THIS REPORT HIT NEWSPAPERS LIKE A BOMBSHELL! It seems to have confirmed all the reports of little men, etc., all at once. Perhaps we are nearing a showdown; perhaps the peoples of the world will soon be taken into governmental confidence. We can only wait and see.)

GLOWING DISCS FREEZE PLANES IN MID-AIR, PILOTS REVEAL: Reviewed here are two reports that are as interesting as they are fantastic. They are perhaps the only two accounts of the effect of a saucer on a conventional aircraft. As you read these reports you may remember some recent science-fiction movies depicting similar experiences.

CASE (1) - JOHN H. JANSSEN is Aviation Editor of the Morristown Daily Record of Morristown, New Jersey. He has sold several articles to aviation magazines and is the descendant of Jacharias Janssen, the Dutch inventor of the telescope. The date was July 23, 1947. Janssen was flying his J-3 plane at 6000 feet near New York City. A shaft of light momentarily startled him... it came from high up. He shrugged it off until his engine started to act queerly. It coughed and sputtered spasmodically. Up until that time it had been working perfectly. Then, with one last sputter, it quit completely. The nose of the ship, instead of dropping to a normal glide, remained steadfast and rigidly fixed on the horizon, in its normal, level flight altitude. Abruptly Janssen became aware that his small craft was motionless; perfectly still. He became frightened and nearly panicked. Then,

wide-eyed with confoundment, he saw the air speed indicator at zero. We quote Janssen as he relates the rest of his amazing experience: "There was an odd, electric-like prickling sensation coursing through my body. And I had that eerie, sixth-sense feeling that I was being watched and examined by an indescribable something that minutely studied my features, my clothing and the airplane with microscopic thoroughness and with tenacious determination. I flecked a bead of perspiration from my eyes...then, I saw it. Above and slightly beyond my left wing-tip...a strange wraith-like craft that I sensed as being one of the much discussed flying disks. Its flanged, projecting rim was dotted on either side with steamer-like portholes. And it appeared to radiate in a dull metallic hue that conveyed an impression of structural strength. It too appeared motionless, about a quarter mile away. I knew, though, this stranger was responsible for my queer predicament.

"Beyond the first disk I could see another, slightly higher. Then I became possessed with the most unaccountable urge to snap on the magneto switch. I had turned it off when the engine quit. I switched both the magnetos to 'on' position. Eerily, slowly, and supernaturally the propeller began to turn; faster and faster. Then the engine broke into its steady, rhythmic drone. She nosed down into a stall, picked up air speed and I gained control. The queer body sensations ceased and I looked for the disks but they had dissolved in the morning haze." To say that Janssen has met with criticism as a result of his encounter, would be the worst understatement. Janssen's feelings about the matter are amply reflected in this statement: "At first I was delighted with the local publicity I had received. Had I known the ridicule that was to be mine I would have gladly ignored reporting the incident. But I did and now, I curse the day." (EDITOR: This is another of the many squelched reports that took place during the 1947 saucer scare. The news-wires refused to carry the report and so a little New Jersey newspaper got the exclusive. Thirteen days before the experience, Janssen had photographed four disks while in the air. The photo clearly exhibits the four glowing crafts.)

CASE (2) - Captain Charles Lane and co-pilot were at 24,000 feet (in 1945) while flying over the Hump between China and India; suddenly, they saw a white disk-shaped object rushing up behind them at terrific speed. It rose above them as Lane's instrument panel went haywire. He switched off the motors but the plane's nose did not go down. The two pilots felt a slight joggle...the plane had been stopped. Then the disk above them suddenly swooped off into the sky. Lane switched on the engines and they started. (EDITOR: Here is astounding confirmation. Both experiences occurred very early in the saucer saga; this may be significant. It seems that the "someone" or "something" within the discs were very curious indeed, very curious.)

THE EDITOR SPEAKING: Next issue of the "Research Bulletin" will be the last as such. With that issue, the Flying Saucer News-Service will cease to function under that title. But your director's enthusiasm is at a peak, as it always is, and he is endeavoring to change for the better. The Telonic Research Center will be the last word in saucer or UFO research. It will include scientists who will attempt to secure scientific and concrete proof of many things. We KNOW you'll be excited and interested in this new group. We are. More about TRC in our last issue; it will be dated Oct. 20, 1955.

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